



RESERVIST

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"SUMMER ACDUTRA"—For the story see inside.

1964 SUMMER ACDUTRA IN REVIEW

Summer training for 1964 is now a matter for the record. From the reports and letters of commanding officers of ships, schools, and training units, it can be concluded that ACDUTRA 1964 was bigger and better than ever before. The overall analysis of trainees has been considered good to excellent. Where problems occurred, they were concerned with physical factors, scheduling, and administrative details. The lack of sufficient preparation in a few cases reduced the effectiveness of the training provided.

A few facilities used in 1963 were not continued this summer, but significant new facilities were employed and some previous programs were greatly expanded. Especially noteworthy were the addition of the Coastal Force training at the Pacific Missile Range, Pt. Magu, California, and the expansion of the summer program at Alameda.

The total number of summer trainees in 1964 increased by 1,107 for a record total of 8,305 (not including individual training) at scheduled schools, shore facilities, and ships as follows:

Year	Officers	Enlisted	Total
1964	1258	7047	8305
1963	1015	6283	7298

AFLOAT TRAINING—Twenty-seven cruises were held aboard 15 Coast Guard vessels providing training for 114 officers and 1,054 enlisted men. This resulted in a 93% utilization of quotas, both officers and enlisted men, on both coasts.

A review of the cruise reports submitted by the commanding officers of the cutters employed indicated the following comments: **APPEARANCE**—Generally very good, with a high percentage of remarks as "excellent." **CONDUCT**—Most remarks indicated the conduct of Reservists was excellent. Only one case of disciplinary action under UCMJ was reported. **INDOCTRINATION**—This was reported as one of the weakest areas. Remarks indicated that Reservists reported without sufficient prior training in basic sea skills. Some rated personnel could not adequately perform the practical factors of their rate and rating. **STATE OF TRAINING**—This condition varied widely with some men reporting aboard with top-notch unit training in sea skills while others seemed virtually "in a fog."

Some of the deficiencies and remarks reported are particularly worthy of discussion. A suggestion from ANDRO-

SCOGGIN called for more navigation instruction, particularly with the sextant for Reserve deck officers. The "Big Andy" also recommended that cruise vessels initiate letters to each Reserve unit prior to the planned cruises prescribing uniform requirements, liberty port mailing addresses, and the like. Another proposal was to turn over the monomoy boats to ORTU's for training, if they are removed from the cutters. A report of unusual Reserve cruise training came from BARATARIA as it was involved in multi-ship high line and maneuvering exercises topped off by hurricane condition seas. That must have made some pretty "salty" Reservists. As in past years there were the problems of enginemen being assigned to steam-powered ships, and of ships on Reserve cruises having coincident SAR Standby duty in Bermuda.

The Fourteenth District had a "full-fledged" Reserve cruise when CHAUTAUQUA put to sea from Honolulu. The cruise was considered good in all respects. One comment from DEXTER indicated that Reserve officers had a thorough "academic" understanding of shiphandling, but greatly lacked that "seat of pants" shiphandling ability associated with extended experience on the bounding main. There were a number of reports about the improper administration of the Practical Factors Sheets, Form 3303B, but this will be generally eliminated when the use of CGHQ Form 4107 becomes standard throughout the Service.

GRESHAM reported that some difficulty resulted from the majority of Reservists assigned being in operations and engineering ratings. Regular cruisemates in those ratings were overburdened and therefore training was less effective. There was also the familiar problem of Reservists reporting without the security clearance necessary for their training.

During the second cruise of MINNETONKA, the senior Reserve officer mustered all enlisted Reservists daily to personally check their training progress and to answer questions. This procedure was reported as most effective and has been strongly recommended for future cruises.

The quality of Reserve shipboard training was improved considerably when a Reserve liaison officer reported aboard prior to the arrival of trainees and remained aboard for the entire cruise. Performance was generally bet-

ter where the ship's Regular crew was indoctrinated by the commanding officer on the mission and training requirements of the Reserve. The most successful cruises showed that the officers and men of the Reserve units involved paid careful attention to administrative matters such as physicals, orders, security clearances, proper seabags, etc., prior to, during, and immediately after the actual cruise.

All hands, Regular and Reserve are to be congratulated on their afloat training accomplishments.

TRAINING ASHORE—The Reserve Training Center, Yorktown, continued to be our largest single Reserve training facility. This year 2881 persons were trained from 21 June to 28 August. This included 727 Reserve officers and 2152 enlisted men. Utilization improved sharply with 94% of the officer and 98% of the enlisted quotas being filled.

The overall evaluation of the training provided was excellent. The quality of administration, training offered, and trainee accomplishment were all improved over past summer programs. Substantially the same training is being planned for Summer 1965.

An addition to the program was the development of an advanced Merchant Marine Safety course. It makes the third MMS course now available to Reservists at Yorktown and is designed to provide specific instruction in materiel inspection procedures.

Next to Yorktown, the Reserve Summer Training Program at the Coast Guard Training Center, Alameda, provided the widest training opportunities. During four two-week cycles 186 officers and 1412 enlisted men received instruction in seven officer and thirteen enlisted courses. Reservists from all of the Western districts participated in the program. The use and success of the Alameda program have raised speculation that the summer training will be expanded to five periods for some courses next year.

District training again accounted for a large part of our ashore training programs. In general, the individual programs stressed port security, small arms, and team training. In 1964 the districts provided training for 231 officers and 2429 enlisted men in these fields. A brief breakdown by districts follows:

FIRST DISTRICT: Five officers and 92 enlisted men received Port Security

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training at COTP Boston, while 11 officers and 122 men participated in similar training at RESTRADET, Rockland, Maine. Seven officers and 221 enlisted Reservists also received instruction in small arms, riot control, and NBC warfare at U.S. Army, Ft. Devens, Mass. Forty officers and 175 enlisted men from the First and other districts participated in Disaster Recovery Training with the Navy Seabees at Davisville, Rhode Island.

SECOND DISTRICT: Waterfront security, dangerous cargo, and small boat training were provided for 49 Reservists at Base Gloucester, New Jersey. A new joint program at USCG Station, Louisville, and U.S. Army, Ft. Knox, Kentucky, provided 67 Reservists with harbor search and rescue training and small arms marksmanship. This new training was considered above average.

THIRD DISTRICT: Seven officers and 68 enlisted men performed 2 weeks' ACDUTRA at COTP office, Coast Guard Group, New York. The type of training received was of a general port security nature with emphasis placed on the individual's mobilization assignment. A Reserve Leadership School of two 2-week classes and a YN/SK School of three 2-week sessions were conducted at Group, Sandy Hook, where 82 Reservists were trained. Team training, emphasizing the usual Port Security skills was conducted for 23 officers and 153 men at the Naval Ammunition Depot, Earle, New Jersey. Finally 18 officers and 130 men participated in special cargo handling training at U.S. Army Transportation Command, Ft. Eustis, Virginia.

FIFTH DISTRICT: Training was concentrated at the USCG Yard, Curtis Bay, Maryland, where 108 Reservists received Port Security training. The cooperation of the Baltimore City Fire Department, the Maryland Port Authority, and USCG Group Baltimore was considered excellent.

SEVENTH DISTRICT: Again this year, the two primary training programs were the Yeoman School at Naval Air Station, Jacksonville, Florida, and the Port Security program at Base Charleston, South Carolina. The YN School was conducted for 146 Reservists from the 7th, 5th, 2nd and 8th districts. Ninety-one Reservists were also assigned for OJT in other ratings. The Base Charleston operation trained 274 Reservists in Port Security functions. Other district training was con-

ducted at Port Canaveral and Miami Beach.

EIGHTH DISTRICT: The NAS, Corpus Christi, Texas, and the Refinery Terminal Fire Company (private) provided the major district training program. Oriented to rate training, 273 enlisted Reservists received classroom instruction and OJT in nine ratings. Additional training was provided at COTP, New Orleans; USPHS Hospital, New Orleans; and NAS, Belle Chase, Louisiana.

NINTH DISTRICT: Thirty enlisted Reservists attended the USN YN/SK School at Great Lakes, Illinois, in which training was directed at ORTU administration and practical factor completion. Other trainees attended sessions at Alameda.

ELEVENTH DISTRICT: The most important training program in the Eleventh Coast Guard District was the new Coastal Force program conducted at Pt. Mugu, California. Eleven officers and 84 men trained in weapons, communications, surveillance, self-defense and other Coastal Force skills. The two-week program was climaxed by a game warfare exercise, OPERATION DOLPHIN (see *RESERVIST*, VOL. XI, No. 9, October 1964). This training was excellent and is being rescheduled for next year. Other district training programs were at USCG Air Station, San Diego; Port Hueneme, California; and Base Terminal Island, San Pedro.

TWELFTH DISTRICT: The Twelfth District handled the administration of the Reserve Summer Training Program conducted at Base Alameda and reported above.

THIRTEENTH DISTRICT: Two 2-week sessions training a total of 16 officers and 111 enlisted men were conducted at USCG Station, Swan Island, Portland, Oregon. The training emphasized fire fighting, cargo handling and waterfront security. Special Electronics Technician training was also conducted with the cooperation of Boeing Aircraft Company, Seattle, Washington.

FOURTEENTH DISTRICT: Twenty-three enlisted Reservists received training in dangerous cargo handling and cargo inspection at the USNRTC Honolulu, Hawaii.

All of the personnel, both Regular and Reserve, who took part in setting up and administering these programs are to be congratulated. The time, interest, and ingenuity shown in mak-

Editorial



A man from a foreign country torn by political tyranny came to the United States to live and build a home—to become an American citizen.

Ten years later, he made a trip here to Washington. The first morning he walked from the White House down Constitution Avenue to the Capitol. At the entrance to the Capitol he asked the police officer on guard very timidly, "Is one permitted to enter the Capitol and look around?"

The policeman's answer, short and to the point, is one of his fondest memories. "Hell, yes!" he said. "Walk right in. Don't you know it's yours?"

This was a man who had lived on both sides of the fence—time and again surprised that the freedoms Americans enjoy actually do exist. It's a good bet, too, that this man does not take his freedom and his citizenship lightly. It's "his" and he'll take care of it.

But how many Americans do we hear and see daily who treat their citizenship as if it were a glass of warm water? Citizenship demands certain responsibilities—things that call for our time and effort, not daily indifference.

As Reservists, we have double this responsibility—as civilians and as members of the military. Our civilian responsibility calls for a knowledge of our heritage and institutions—an awareness that the freedoms we enjoy actually DO exist. It calls for a vote on election day, pride and work in civic affairs, support of schools and churches and synagogues, brotherhood, proper observance of patriotic holidays, and care and concern for public facilities.

Our responsibility as Reservists calls for dedication to peace but preparedness for war. It demands our time and effort both at drills and on the "outside." Our commitment must be to leadership and enthusiastic action. For if the "whistle blows," it is you and your Reserve colleagues who will be the Nation's defense in depth.

"A nation of individuals willing to face their responsibilities and aware of their civic and community duties will make for a nation living together in decency, honor, and mutual respect."

ing these programs interesting and practical is commendable. Although we now have funds available to use on the West Coast for a centralized Re-



YORKTOWN HOSTS TRAINING CONFERENCE

Seventy-four Coast Guard officers in the Reserve training program from all the districts and representing all the states except Alaska, attended a conference at the Reserve Training Center, Yorktown, recently.

"We are getting men with very high qualifications as Reservists," said RADM Louis M. THAYER, USCG, Chief, Office of Reserve, who was commanding officer of the Center in 1959-1961, "and we want to be sure they get the best possible training we can give them."

Twenty-five per cent of enlisted Reservists are college graduates and half the enlisted men have had one or more years of college. Nearly all the officers are college graduates, many being lawyers, accountants or business executives. "Frankly," said Admiral THAYER "we get them because they find the Coast Guard Reserve one of the most suitable ways of discharging their military obligations."

Reviewing the Reserve training program in the office of CAPT Mark A. WHALEN, USCG, now commanding officer of the Center, it was pointed out that the Coast Guard has 30,000 Regulars and 30,000 in the Ready Reserve—"put that with capitals," the admiral said, "because it's a formal name"—with 17,000 of the Reservists now on drill pay status.

There is a budgetary provision for active duty training for 12,520 this year, most of them during the past summer, "and I think we're getting most of them in," the admiral continued. Of that number, approximately 3,000 had two-week training periods at Yorktown. The training center which accommodated the next highest number of Reservists is the Coast Guard Base at Alameda, California.

Among the conferees were the commanding and training officers of the training centers at Groton, Connecti-

Sharp SPAR is 'Sharp WAVE'

Yeoman Mary Ellen BEAUPRE, USCGR, a Dallas, Texas, SPAR shown in the photograph on the left, has the honor of being the only SPAR who is also a "Sharp Wave." While on her two weeks' active duty for training this summer she was chosen from two other SPARs and 24 WAVES at the Naval Training Center, Bainbridge, Maryland.

The "SHARP WAVE" Award is presented for outstanding appearance in the daily personnel inspections during the two-week period. Giving Yeoman BEAUPRE the "Sharp Wave" Certificate is LCDR E. A. ERWIN, USCGR, Commanding Officer of her unit, ORTUPS 08-82540. Also present is the proud Commander-in-Chief of the BEAUPRE household, ENS. J. R. BEAUPRE.

The secret of success in life is for a man to be ready for his opportunity when it comes.—Disraeli

cut; Cape May, New Jersey; and Alameda, California. "There are more four-strippers around here this week than I've ever seen before," commented one young lieutenant.

Among those attending were 24 supervisors of the port security program, 13 being senior officers. They are part of the ORPSU organization—commanding officers of Organized Reserve Port Security Units. Two days of special seminars were held by these officers during the conference period.

These representatives of district offices, Reserve units, and various training facilities met to discuss all pertinent aspects of the Reserve program. Among the items under discussion were correspondence courses, ACDUTRA, mobilization orders, and phased training.

Presentations were also made by planners from Headquarters and other units about new or revised Reserve programs. The Inspector General discussed the new inspection system and how Reserve units are being evaluated under it. The latest developments in the Coastal Force program were explained. Coast Guard and Coast Guard Reserve readiness were analyzed. Other operational programs and some now under consideration were brought before the conference.

This three-day assembly is the second annual meeting of all Reserve division training officers. Its success has shown the value of continuing such "round-table" meetings and another conference can be expected next year.

In future weeks and months, all Re-

UNIFORM MONEY

Reserve officers who file claims with the Commandant for payment of the Uniform Maintenance Allowance, frequently find that there is some delay in processing their claims. This is an inherent delay which results from the research required by the Commandant to establish entitlement to this allowance.

In many of these cases, research by the Commandant reveals that the claim has already been paid and that the payment was included in the Reservist's drill pay check. However, the officer very often is unaware that the increase in his pay check is actually his uniform allowance.

To clarify the payment of the Uniform Maintenance Allowance, Reserve officers will be furnished information to identify the payment at the time the drill pay check in which the allowance is included is delivered. This notice may be either a pay data card or a letter from the appropriate Authorized Certifying Officer.

Another frequent but unavoidable delay in the processing of these claims results from the requirement that final determination as to whether or not a uniform year (in most cases the uniform year does not coincide with the anniversary year) is creditable toward the allowance must be deferred until the end of the current anniversary year, even though the fourth uniform year may have already been completed. The Comptroller General has ruled that before any period of service can be determined creditable toward a uniform maintenance allowance, the period must also have been determined to be satisfactory Federal service for retirement purposes. In this connection, it should be remembered that the submission schedule for retirement point record information calls for its receipt by the Commandant on the first day of the fourth month following the month

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